

						
CRITERIA	1	2	3	4	5	6
ACCESSIBILITY						
- VEHICULAR ACCESS FROM THE MAINE TURNPIKE	0	0	0	0/ —	0	0
- EASE OF ACCESS FROM KITTYHAWK AVENUE	0	0	0	0/ —	0	0
- IMPACT ON EXISTING TRAFFIC OPERATIONS	0	0	0	0	0/ —	0
- QUALITY OF PEDESTRIAN ENVIRONMENT AND ACCESS : SAFE, VISIBLE, CONVENIENT PEDESTRIAN CROSSINGS	+	+	+	0	—	+
SITE SIZE & CONFIGURATION ISSUES						
- ABILITY TO ACCOMODATE THE FULL TRANSPORTATION PROGRAM EFFICIENTLY	0	0	—	0	—	0
- ABILITY TO PHASE CONSTRUCTION EFFICIENTLY	0	—	0	0	+	0
ENVIRONMENTAL ISSUES						
- COMPATABILITY WITH EXISTING & POTENTIAL FUTURE LAND USE	—	—	0	0	0	0
- COMPATABILITY WITH ONGOING TRANSPORTATION AND LAND USE DEVELOPMENT INITIATIVES (EX. LEWISTON TRANSPORTATION 2000 PLAN)	0	0	0	0	0	0
- WETLAND IMPACTS	—	0	0	0	0	0
- AQUIFER IMPACTS	0	0	0	0	0	0
- PRESENCE OF HAZARDOUS MATERIALS	0	0	0	0	0	0
- INLAND FISHERIES AND WILDLIFE	—	0	0	0	0	0
- MUNICIPAL AND STATE PERMIT REQUIREMENTS	—	0	0	0	0	0
INTERMODAL OPERATION AND SERVICE ISSUES						
- ABILITY TO ENCOURAGE NEW RIDERSHIP	0	0	0	0	0	0
- FACILITATES MODAL TRANSFERS : : TRANSIT TERMINAL TO ALL MODES	+	+	—	0/+	—	+
: PARKING ⇄ TRAIN	0	0	0	—	0	0
: PARKING ⇄ BUS	0	0	0	— *	0	0
: TRAIN ⇄ BUS	0	0	0	0	0	0
: TRAIN ⇄ PICK UP/DROP OFF	0	0	0	0	0	0
: BUS ⇄ PICK UP/DROP OFF	0	0	0	0	0	0
: PLANE ⇄ PICK UP/DROP OFF	0	0	— ***	0	—	0
- MAXIMIZES PASSENGER SAFETY	0	0	0	—/0 *	0	0
- OPERATING EFFICIENCY	—	—	—/—	—	—	0
- PROMOTES POSITIVE IMAGE FOR USE AS MARKETING TOOL: ABILITY TO CREATE A PROMINENT, ARCHITECTURALLY SIGNIFICANT FACILITY	0/+	0	0	—	0/+	+
ECONOMIC DEVELOPMENT, COST & FINANCIAL PLAN ISSUES						
- POTENTIAL REVENUE GENERATION	+	0	+	0	+	+
- POTENTIAL FOR SUPPORTING ADDITIONAL DEVELOPMENT	0	0	0	0	0	0
- COMPATABILITY WITH PUBLIC LAND USE DEVELOPMENT POLICY AND PLANNED/PROPOSED DEVELOPMENT BY OTHERS	0	0	0	0	0	0
VISIBILITY & IMAGE ISSUES						
- VISIBILITY FROM KITTYHAWK AVENUE/PROMINENT SITING	0	—	+	—	+	+
- HIGH QUALITY PEDESTRIAN ENVIRONMENT	0	0	0	0	0	0
- IMPACT ON PEDESTRIAN/VEHICULAR INTERFACE	0	0	0	—/0 *	0	0